

Pilot ID / Initials: \_\_\_\_\_ Date: \_\_\_\_\_

Study Title: \_\_\_\_\_ (e.g. DAG-TM CE 6/11 Nov. 2003)

**INSTRUCTIONS**

► For each question where a rating scale is provided, please circle your response as shown in the example below. Circle "NA" if the question does not apply.

1	2	3	4	5	NA
LOW		NORMAL		HIGH	

**EN ROUTE AIRSPACE**

**En route airspace** typically covers the period from simulation start – in cruise at altitude – to the transition point (being at or near the meter fix).

**EN1.** Please rate the degree to which the CDTI generally **supported construction and execution of new routes** (not needed as a consequence of a traffic conflict) in the en route environment:

1	2	3	4	5	NA
Never supported the task				Always supported the task	

**EN2.** Please rate the degree to which the CDTI generally **supported meeting an RTA**:

1	2	3	4	5	NA
Never supported the task				Always supported the task	

**EN3. Datalink** reduces the need for voice communications. Please rate the degree to which it helped reduce workload in this environment:

1	2	3	4	5	NA
Never helpful in reducing workload				Always helpful in reducing workload	

**EN4.** Please rate your **overall impression** of CE6 trajectory negotiation from a flight deck perspective:

1	2	3	4	5	NA
Not practical / unacceptable				Practical / acceptable	

**EN5.** Please detail any aspect of the En Route Airspace activities, procedures, or available CDTI tools/ information you believe **we should review, improve,** or otherwise modify for the future.

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#### TERMINAL AIRSPACE

**Terminal airspace** typically covers the period from *transition* to landing, including any “PDA spacing” that may have been undertaken.

**TA1.** As undertaken in the simulation, **PDA Spacing** creates a level of inter-aircraft safety that is:

1	2	3	4	5	NA
Unacceptable				Acceptable	

**TA2. Datalink** reduces the need for voice communications. Please rate the degree to which it helped reduce workload in this environment:

1	2	3	4	5	NA
Never helpful in reducing workload				Always helpful in reducing workload	

**TA3.** In general, the **spacing value** (e.g. 90 seconds) assigned to my aircraft during approach was:

1	2	3	4	5	NA
Unacceptable				Acceptable	

**TA4.** Please detail any aspect of the Terminal Airspace activities, procedures, or available CDTI tools/information you believe **we should review, improve,** or otherwise modify for the future.

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#### CDTI TOOLS & INTERFACE - Usability

**CDTI tools & interface** refers to the display device that presented traffic, conflicts, spacing, etc. on the flight deck in the ACFS and on the MACS desktop simulator.

Please rate the **usability** of each of the following CDTI elements. Usability refers to the ease with which an interface element / tool is understood and operated.

##### C1. Aircraft Information

	Very Difficult			Very Easy		
Color coding of traffic with respect to altitude	1	2	3	4	5	NA
Altitude tail tag (relative vs. absolute)	1	2	3	4	5	NA
Altitude climb/descent trend arrow	1	2	3	4	5	NA
Traffic aircraft data tags	1	2	3	4	5	NA

##### C2. Route Information

	Very Difficult			Very Easy		
Waypoint symbols	1	2	3	4	5	NA
Waypoint names and the data tag information	1	2	3	4	5	NA
Next waypoint information (top right of display)	1	2	3	4	5	NA
4D Flight plans	1	2	3	4	5	NA
Flight path predictors (pulsing)	1	2	3	4	5	NA

**C3. Primary Alerting System**

	Very Difficult			Very Easy		
Alert level symbology coding/changes	1	2	3	4	5	NA
Alert level auditory warning(s)	1	2	3	4	5	NA

**C4. Route Assessment Tool**

	Very Difficult			Very Easy		
Alternate flight path symbology	1	2	3	4	5	NA
Waypoint table (bottom right of display)	1	2	3	4	5	NA
Null point and pivot point	1	2	3	4	5	NA
RAT functions on the control strip	1	2	3	4	5	NA
Flight path 'drag-and-drop' feature	1	2	3	4	5	NA

**C5. PDA "Spacing" Tool**

	Very Difficult			Very Easy		
Color coding of spacing box	1	2	3	4	5	NA
Commanded speed (top left of display)	1	2	3	4	5	NA
Spacing function manipulation on the control strip	1	2	3	4	5	NA

**C6. Display Settings**

	Very Difficult			Very Easy		
Compass Arc vs. Compass Rose	1	2	3	4	5	NA
Displayed range	1	2	3	4	5	NA
3D views	1	2	3	4	5	NA

**C7.** Please detail any CDTI interface element or tool you believe **we should review, improve,** or otherwise modify for the future.

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## CDTI TOOLS & INTERFACE - Usefulness

**CDTI tools & interface** refers to the display device that presented traffic, conflicts, spacing, etc. on the flight deck in the ACFS and/or on the MACS desktop simulator.

Please rate the usefulness of each of the following CDTI elements. Usefulness refers to the expected utility of each interface element / tool under real-world operating conditions.

### D1. Aircraft Information

	Very Difficult			Very Easy		
Color coding of traffic with respect to altitude	1	2	3	4	5	NA
Altitude tail tag (relative vs. absolute)	1	2	3	4	5	NA
Altitude climb/descent trend arrow	1	2	3	4	5	NA
Traffic aircraft data tags	1	2	3	4	5	NA

### D2. Route Information

	Very Difficult			Very Easy		
Waypoint symbols	1	2	3	4	5	NA
Waypoint names and the data tag information	1	2	3	4	5	NA
Next waypoint information (top right of display)	1	2	3	4	5	NA
4D Flight plans	1	2	3	4	5	NA
Flight path predictors (pulsing)	1	2	3	4	5	NA

### D3. Primary Alerting System

	Very Difficult			Very Easy		
Alert level symbology coding/changes	1	2	3	4	5	NA
Alert level auditory warning(s)	1	2	3	4	5	NA

### D4. Route Assessment Tool

	Very Difficult			Very Easy		
Alternate flight path symbology	1	2	3	4	5	NA
Waypoint table (bottom right of display)	1	2	3	4	5	NA
Null point and pivot point	1	2	3	4	5	NA
RAT functions on the control strip	1	2	3	4	5	NA
Flight path 'drag-and-drop' feature	1	2	3	4	5	NA

**D5. PDA "Spacing" Tool**

	Very Difficult			Very Easy		
Color coding of spacing box	1	2	3	4	5	NA
Commanded speed (top left of display)	1	2	3	4	5	NA
Spacing function manipulation on the control strip	1	2	3	4	5	NA

**D6. Display Settings**

	Very Difficult			Very Easy		
Compass Arc vs. Compass Rose	1	2	3	4	5	NA
Displayed range	1	2	3	4	5	NA
3D views	1	2	3	4	5	NA

**D7.** Please detail any CDTI interface element or tool you believe **we should review, improve,** or otherwise modify for the future.

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**SIMULATION QUALITY**

**Simulation quality** refers to how well we conducted the study, including presentation of our goals and requirements, the realism of in-flight communications, the accuracy of our sim flight decks, etc.

**SQ1.** Please rate our communication/presentation of the **study purpose** and/or goals:

1	2	3	4	5	NA
POOR		GOOD		EXCELLENT	

**SQ2.** Please rate the overall realism, including accuracy, of all **in-flight radio communications**. Consider those with ATC, other aircraft, and 'party-line.'

1	2	3	4	5	NA
UNREALISTIC		GOOD		REALISTIC	

1	2	3	4	5	NA
POOR		GOOD		EXCELLENT	

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